

## REQUEST FOR COUNCIL ACTION

MEETING

DATE: 1-5-04

143

AGENDA SECTION: PUBLIC HEARINGS	ORIGINATING DEPT: PLANNING	ITEM NO. <b>E-4</b>
ITEM DESCRIPTION: General Development Plan(GDP) #219, to be known as Spring Brook Valley. The GDP includes a total of approximately 112 acres of land and proposes to develop the eastern 17.16 acres in the B-4 (General Commercial) district, with the western 94.14 acres developed in the R-1x (Mixed Single Family Extra) district. The Plan also identifies public and private roads, stormwater ponds, public parkland and accesses to the TH 63 Frontage Road. The property is located west of TH 63, south of TH 52 and Southtown Heights and north of 36 <sup>th</sup> ST. CWA		PREPARED BY: Mitzi A. Baker, Senior Planner

NOTE: See CPZC minutes from previous Zone Change hearing.

December 18, 2003

Please note: Staff recommends that Enterprise Drive be extended into this development. If the Council agrees with this recommendation, the GDP should be denied as proposed. The GDP does not accommodate extending this right-of-way.

### City Planning and Zoning Commission Recommendation:

The City Planning and Zoning Commission held a public hearing on December 14, 2003, to consider this petition.

Please see the attached minutes for details related to the public hearing and Commission recommendation. The Planning Commission recommended approval of this GDP 5-4, subject to the following conditions/modifications:

- 1. Pedestrian facilities should also be provided between the northern extend to Willow Ridge Rive and the new public roadway within Spring Brook.*
- 2. Prior to designing grading plans or further development proposals for this property, the developer will need to study the impact that the proposed development will/could have on the Fen. In particular, the roadway and development area shown in "Area C" on the Plan could have adverse impacts on the groundwater and surface water flows towards the Fen. Overall, groundwater flows in this area need to be studied to understand potential impacts of development and ensure the long-term viability of this Fen.*
- 3. Right of Way for Enterprise Drive terminates at the south line of this property and is not currently shown to extend into this GDP. This Right-of-Way should be extended into this property and incorporated into the roadway network for this Site.*
- 4. Development will need to be phased to limit the number of trips to <1,200 prior to construction of a second access. Phasing shall be such that access to Willow Ridge Drive SW occurs when the development will exceed the 1,200 trip threshold and not before based on plats or Plan approval.*
- 5. Contingent upon negative findings for an EAW and completion of a study of groundwater and surface water flow of the site. Any Modifications to the Plan to mitigate or avoid adverse environmental impacts identified through the EAW process or further assessment of the Site's.*
- 6. Development densities shown on the Plan are subject to completion of Site Capacity Calculations and compliance with adopted regulations.*

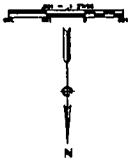
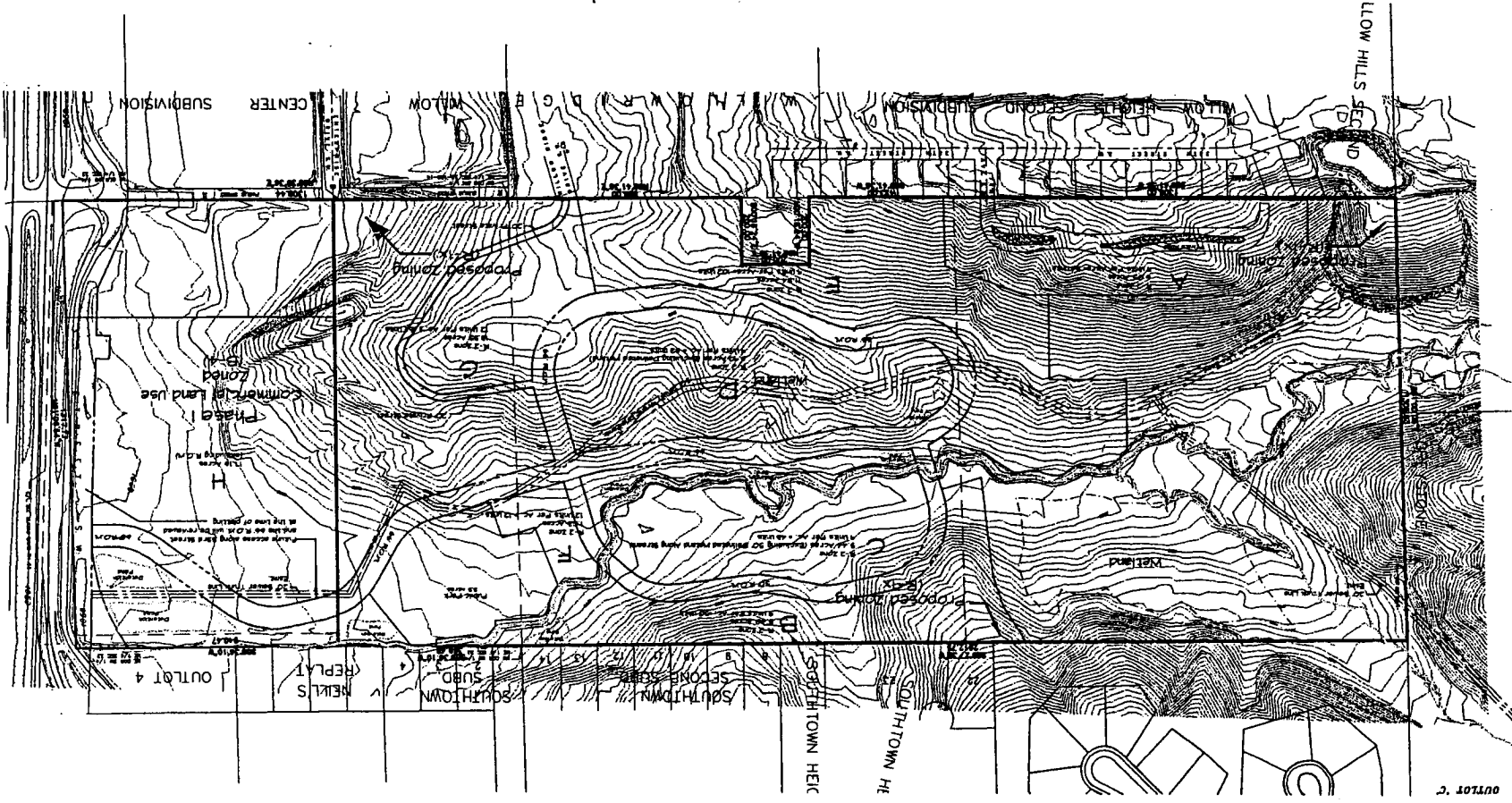
### COUNCIL ACTION:

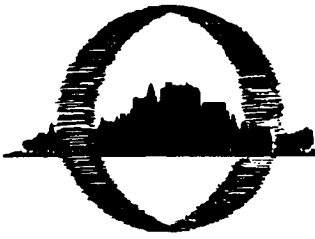
Motion By:

Seconded By:

Action:

PLAN 12-22-03

[illegible]



## ROCHESTER-OLMSTED PLANNING DEPARTMENT

2122 Campus Drive SE, Suite 100 • Rochester, MN 55904-4744

COUNTY OF

*Olmsted*

[www.olmstedcounty.com/planning](http://www.olmstedcounty.com/planning)



**TO:** City Planning and Zoning Commission

**FROM:** Mitzi Baker, Planner

**DATE:** December 4, 2003

**RE:** General Development Plan #219 to be known as Spring Brook Valley.

### Planning Department Review:

**Petitioner:** COPAR Development, LLC  
Tom Hansen  
406 Main Street  
Red Wing, MN 55066

**Property Owner:** Rochester Properties  
1224 W 96<sup>th</sup> Street  
Bloomington, MN 55431

Mills Properties  
PO Box 971  
Brained, MN 56401

**Consultant:** McGhie & Betts, Inc.  
1648 Third Ave. SE  
Rochester, MN 55904

**Location of Property:** The property is located west of TH 63 S, west of the Fleet Farm store, north of 36<sup>th</sup> St. SW and east of the Greystone development.

**Proposed Use:** This Plan includes approximately 114 acres of land. Approximately ¼ of the site, in the west and northwest, is proposed to remain undeveloped. Wetlands have been delineated in this area and are planned to be avoided. A majority of the Site is proposed to be developed with low density residential dwellings that may include townhomes. Proposed densities range from 9 to 12 units/acre. The eastern 17 acres of the site is zoned B-4 (General Commercial) and is proposed to be developed with commercial land uses.

**Land Use Plan And Zoning Designations:** Except for "Area H", the commercial area, the Rochester Urban Service Area Land Use Plan designates this property as suitable for "low density residential" uses and the property is currently zoned R-1 (Mixed Single Family) district.

Area "H" includes approximately 17 acres along the TH 63 Frontage Road that is currently zoned B-4 (General Commercial).

BUILDING CODE 507/285-8345 • GIS/ADDRESSING/MAPPING 507/285-8232 • HOUSING/HRA 507/285-8224  
PLANNING/ZONING 507/285-8232 • WELL/SEPTIC 507/285-8345

FAX 507/287-2275



AN EQUAL OPPORTUNITY/AFFIRMATIVE ACTION EMPLOYER

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The applicant has petitioned to change approximately 94 acres of the site from the R-1 (Mixed Single Family) district to the R-2 (Low Density Residential) district.

**Streets:**

The plan proposes both public and private roadways within the development.

Primary access is shown at the TH 63 west Frontage Road (33<sup>rd</sup> St.). Additional access to the residential area is proposed at the north end of Willow Ridge Drive. This access is proposed to accommodate two way traffic on a 20' wide private road, which would connect to the internal public street system. In response to concerns raised by the Transportation Planning Staff, this roadway configuration was modified from the original submittal to provide a more circuitous route and to emphasize and encourage use of the primary public road system. Though the Plan labeled this access as a one-way north, the applicant did amend this application to propose that road as a two-way.

Another access is proposed at the north end of 7<sup>th</sup> Ave. SW. The extension of this road is proposed to be a private street serving a limited area of the development.

Right-of-way for Enterprise Drive SW is platted to the south property line of this GDP, but is not proposed to be extended into the property. Extension of this roadway should be included in this GDP.

**Sidewalks:**

Pedestrian facilities are required along both sides of all new public roadways. Pedestrian facilities should also be provided between Willow Ridge Rive and the new public roadway within Spring Brook.

**Drainage:**

This property has steep and rolling terrain and drains to an intermittent stream that runs from west to east through the site. The Plan proposes multiple cells for stormwater management along the stream corridor, as well as two larger detention ponds in the northeast corner of the GDP.

Detailed grading and drainage plans will be required when the property is platted or developed.

**Wetlands:**

Hydric Soils and Wetlands exist within this GDP. Some of the Wetlands have been identified on the Plan, however one known Wetland was not identified or labeled in the far western portion of the site, south of the drainage corridor. Wetlands have also been delineated along the stream channel.

Calcareous fens are the result of glacial deposits that permit a constant upwelling of alkaline groundwater rich in calcium and magnesium bicarbonates. Many rare plants are largely restricted to fens, which cover just over 1,000 acres statewide. A Calcareous Fen has been delineated in the northwest portion of the Site. Prior to designing grading plans or further development proposals for this property, the developer will need to study the impact that the proposed development will/could have on the Fen. In particular, the roadway and development area shown in "Area C" on the Plan could have adverse impacts on the groundwater and surface water flows towards the Fen if not designed properly.

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**Public Utilities:** Several alternatives for water service to the site exist. The applicant will need to coordinate with RPU Water Division to determine options and engineering issues. Ultimately a loop from the north to the south systems in the area must be completed to provide adequate flows for fire protection to the commercial area.

Builders will need to install pressure-reducing devices as required by the MN Plumbing Code.

A trunkmain sanitary sewer dissects this property, which currently serves the Greystone development as well as development west of 18<sup>th</sup> Ave. SW. Service lines will need to be extended from this trunkmain to serve this development.

**Parkland Dedication:** This proposed development would have a parkland dedication requirement of approximately 7 acres. A minimum of 3.5 acres of the dedication should be in the form of land. The revised GDP indicates a 3.5 acre public park, which will meet the development's land dedication. The balance of the dedication can be in the form of cash in lieu of land or negotiated street construction costs for the park site frontage.

**Environmental Review:** This development meets several thresholds requiring a Mandatory Environmental Assessment Worksheet in accordance with MN Rules, 4410.4300.

The applicant has not submitted an EAW to the City at this time. Prior to approvals for subdivision or development within this GDP, an EAW will need to be filed with the City, and processed according to MN Rules.

**Referral Comments:**

1. Planning Dept. Transportation Division
2. Rochester Public Works
3. Wetland LGU, John Harford
4. Rochester Park & Recreation
5. RPU Water Division
6. Rochester Fire Department
7. Planning Department - GIS Division
8. Olmsted County Water Coordinator

**Report Attachments:**

1. Proposed General Development Plan
2. General Development Plan Narrative
3. Referral Comments

### **Criteria & Staff Suggested Findings:**

Paragraph 61.215 of the Rochester Zoning Ordinance and Land Development Manual lists the Criteria for approval of a general development plan (see attached).

Criteria A. The proposed land uses are generally in accord with the adopted Comprehensive Plan and zoning map, or that the means for reconciling any differences have

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been addressed. A GDP may be processed simultaneously with a rezoning or plan amendment request.

***A Zoning District amendment is being considered concurrent with this GDP. If the amendment were approved, the land uses within the GDP would be consistent with the land use designation and zoning for the property.***

- Criteria B. The proposed development, including its lot sizes, density, access and circulation are compatible with the existing and/or permissible future use of adjacent property.

***Generally, low density residential uses are considered compatible with other residential development.***

***The first Spring Brook Valley GDP filed for this property included a public road connection to Willow Ridge Drive SW. The design of this connection concerned staff because it would likely have resulted in a higher than acceptable volume of traffic utilizing Willow Ridge Drive SW. Since the original submittal, the applicant's consultant re-designed the access to Willow Ridge Drive to provide a less desirable route for motorists while still maintaining the access. As part of this re-design of the connection, the public street system providing connection to the TH 63 west frontage road was emphasized, to encourage motorists to utilize that route. Though the revised GDP was submitted with the Willow Ridge Dr. connection labeled as a one-way going north, the applicant has requested to change that labeling to a two-way private road. Staff reviewed this application with this connection as a two-way. As a two-way private street (20' min. width) show, it is expected that Willow Ridge Drive will operate at capacity.***

***If necessary to further reduce trips on Willow Ridge Drive, the developer could be required to install a traffic-calming device, which could further reduce the number of vehicles utilizing Willow Ridge Drive. Another option is that the City could require the developer to contribute toward upgrading Willow Ridge Drive to the design standards of a Major Residential Street to handle higher volumes of traffic. On and off site improvements will need to be outlined in a development agreement prior to development of this property.***

***Currently, Enterprise Drive right-of-way terminates at the south line of this development. The GDP submitted does not include an extension of Enterprise Drive. As recommended by Rochester Public Works, the extension of this roadway needs to be incorporated into this GDP.***

***Connection from Carlton to either TH 63 or 40<sup>th</sup> St occurs via the West Frontage Road, currently a substandard local non-residential street. Upgrading of the West Frontage Road is planned to a collector street cross section as part of the TH 63 South Interchange Project, which will replace at-grade intersections on TH 63 with an interchange at 40<sup>th</sup> St and will upgrade connecting roads to the interchange area. Upgrading of Carlton Street and construction of Enterprise Drive will need to be resolved, most likely through a public improvement project with the developer's contribution to the project identified in a Development Agreement.***

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***Contribution toward these improvements will likely be required by this developer via TID (Traffic Improvement District) charges.***

***At the time of development, site capacity calculations will need to be completed. Based on the calculations, the development density may actually be less than what is shown on the GDP. The site capacity calculations will determine what the developable acreage is after subtracting certain environmental features. At this time, the applicant has not completed site capacity calculations for this project, to determine the permitted density of developable acres. These calculations are required at the time a detailed site plan is prepared and submitted for review/approval.***

Criteria C. The mix of housing is consistent with adopted Land Use and Housing Plans.

***A Zoning District amendment is being considered concurrent with this GDP. If the amendment were approved, the land uses within the GDP would be consistent with the land use designation and zoning for the property.***

***The policies and goals found in Chapters 2 and 3 of the Rochester Urban Service Area Land Use Plan encourage developing a range of densities and development styles. Development of this property would provide more choices in housing styles and densities within this geographic area of the City.***

Criteria D. The proposed plan makes provisions for planned capital improvements and streets reflected in the City of Rochester's current 6-Year Capital Improvement Program, adopted Thoroughfare Plan, the ROCOG Long-Range Transportation Plan, Official Maps, and any other public facilities plans adopted by the City. Street system improvements required to accommodate proposed land uses and projected background traffic are compatible with the existing uses and uses shown in the adopted Land Use Plan for the subject and adjacent properties.

***Several alternatives for extending water service to the site exist. The applicant will need to coordinate with RPU Water Division to determine options and design requirements.***

***A trunkmain sanitary sewer dissects this property, which currently serves the Greystone development and other developments located west of 18<sup>th</sup> Ave. SW. Service lines will need to be extended from this trunkmain to serve this development.***

***The first Spring Brook Valley GDP filed for this property included a public road connection to Willow Ridge Drive SW. The design of this connection concerned staff because it would have resulted in a higher than acceptable volume of traffic utilizing Willow Ridge Drive SW. Since the original submittal, the applicant's consultant re-designed the access to Willow Ridge Drive to provide a less desirable route for motorists while still maintaining the access. As part of this re-design of the connection, the public street system providing connection to the TH 63 west frontage road was emphasized to encourage motorists to utilize that route. Though the revised GDP was submitted with the Willow Ridge Dr. connection labeled***



***as a one-way going north, the applicant has requested to change that labeling to a two-way private road. Staff reviewed this application with this connection as a two-way. As a two-way private street (20' min. width), with the alignment on the GDP, it is expected that Willow Ridge Drive will operate at capacity.***

***If necessary to further reduce trips on Willow Ridge Drive, the developer could be required to install a traffic-calming device, which could further reduce the number of vehicles utilizing Willow Ridge Drive. Another option is that the City could require the developer to contribute toward upgrading Willow Ridge Drive to the design standards of a Major Residential Street to handle higher volumes of traffic. On and off site improvements will need to be outlined in a development agreement prior to development of this property.***

***Currently, Enterprise Drive right-of-way terminates at the south line of this development. This road needs to be extended into this property to provide additional access and circulation. The GDP submitted does not include an extension of Enterprise Drive. As recommended by Rochester Public Works, the extension of this roadway needs to be incorporated into this GDP.***

***Upgrading of Carlton Street and construction of Enterprise Drive will need to be resolved, most likely through a public improvement project with the developer's contribution to the project identified in a Development Agreement.***

***The development will need to be phased to limit the number of trips generated prior to completion of the roadway connection to Willow Ridge Drive.***

Criteria E. On and off-site public facilities are adequate, or will be adequate if the development is phased in, to serve the properties under consideration and will provide access to adjoining land in a manner that will allow development of those adjoining lands in accord with this ordinance.

1. Street system adequacy shall be based on the street system's ability to safely accommodate trips from existing and planned land uses on the existing and proposed street system without creating safety hazards, generating auto stacking that blocks driveways or intersections, or disrupting traffic flow on any street, as identified in the traffic impact report, if required by Section 61.523(C). Capacity from improvements in the first 3 years of the 6-year CIP shall be included in the assessment of adequacy.

***A Traffic Impact Analysis was completed in October by Muhammad Khan, Transportation Planner, for the original GDP submitted to the Planning Department. This document is attached. The application has, however, been modified to address some concerns with the volume of trips that would have utilized Willow Ridge Drive. A new formal Analysis was not prepared for the amended GDP, however Mr. Khan has informed staff that the modifications made to the roadways, and the access as shown on the Revised GDP dated***



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***November 14, 2003 would result in Willow Ridge Drive operating at or near capacity. If necessary to further reduce trips on Willow Ridge Drive, the developer could be required to install a traffic-calming device, which could further reduce the number of vehicles utilizing Willow Ridge Drive. Another option is that the City could require the developer to contribute toward upgrading Willow Ridge Drive to the design standards of a Major Residential Street to handle higher volumes of traffic. On and off site improvements will need to be outlined in a development agreement prior to development of this property.***

***Right of Way for Enterprise Drive terminates at the south line of this property and is not currently shown to extend into this GDP. This Right-of-Way should be extended into this property and incorporated into the roadway network for this Site. Upgrading of Carlton Street and construction of Enterprise Drive will need to be resolved, most likely through a public improvement project with the developer's contribution to the project identified in a Development Agreement.***

***The development will need to be phased to limit the number of trips generated prior to completion of the roadway connection to Willow Ridge Drive.***

2. Utilities are now available to directly serve the area of the proposed land use, or that the City of Rochester is planning for the extension of utilities to serve the area of the proposed development and such utilities are in the first three years of the City's current 6-Year Capital Improvements Program, or that other arrangements (contractual, development agreement, performance bond, etc.) have been made to ensure that adequate utilities will be available concurrently with development. If needed utilities will not be available concurrent with the proposed development, the applicant for the development approval shall stipulate to a condition that no development will occur and no further development permit will be issued until concurrency has been evidenced.

***Several alternatives for extending water service to the site exist. The applicant will need to coordinate with RPU Water Division to determine options and design requirements.***

***A trunkmain sanitary sewer dissects this property, which currently serves the Greystone development. Service lines will need to be extended from this trunkmain to serve this development.***

***Detailed construction plans will need to be prepared and approved by the City prior to constructing infrastructure for this Development.***

3. The adequacy of other public facilities shall be based on the level of service standards in Section 64.130 and the proposed phasing plan for development.

***This proposed development would have a parkland***

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***dedication requirement of approximately 7 acres. A minimum of 3.5 acres of the dedication should be in the form of land. The revised GDP indicates a 3.5 acre public park that will meet the development's land dedication. The balance of the dedication can be in the form of cash in lieu of land or negotiated street construction costs for the park site frontage.***

***Pedestrian facilities should be provided between Willow Ridge Drive and the internal public street system within this GDP. Mid-block pedestrian connections will be required consistent with the Ordinance.***

- Criteria F. The drainage, erosion, and construction in the area can be handled through normal engineering and construction practices, or that, at the time of land subdivision, a more detailed investigation of these matters will be provided to solve unusual problems that have been identified.

***Storm water ponds are proposed in multiple locations, on the GDP, along the creek corridor. The concept of several small detention ponds along the stream may be permitted as an aesthetic feature, but may not fulfill the Owner's obligations for providing Stormwater Management. Detailed grading and drainage plans will be required prior to platting or grading.***

***Decorah Edge conditions exist through a vast area of this Site. The developer and consultants may need to incorporate subdrain and tiling in the engineering design for the Site. Development of this property may have an impact on groundwater supplies and re-charge for the City's drinking water supply. The developer is encouraged to learn more about development in the Decorah Edge to avoid unexpected expenses and minimize impacts to the natural filtration of water that occurs in these areas.***

- Criteria G. The lot, block, and street layout for all development and the lot density for residential development are consistent with the subdivision design standards contained in Section 64.100 and compatible with existing and planned development of adjacent parcels.

***A Zoning District amendment is being considered concurrent with this GDP. If the amendment were approved, the land uses within the GDP would be consistent with the land use designation and zoning for the property.***

***At the time of development, site capacity calculations will need to be completed. Based on the calculations, the development density shown on the GDP may actually be less. The site capacity calculations will determine what the developable acreage is after subtracting certain environmental features. Additionally, the applicant will need to study the groundwater and surface water flows of the site to avoid adverse impacts to the delineated Calcareous Fen, which may result in a reduction of the development area.***

***Decorah Edge conditions exist through a vast area of this Site. The developer and consultants may need to incorporate subdrain and tiling in***

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***the engineering design for the Site. Development of this property may have an impact on groundwater supplies and re-charge for the City's drinking water supply.***

### **Summary & Comments:**

*This property includes delineated Wetlands including a Calcareous Fen, a stream corridor, moderate and steep slopes, and Decorah Edge recharge areas. Grading plan and site plan design will need to incorporate natural features, protect Wetlands and reflect densities consistent with the Rochester Zoning Ordinance and Land Development Manual (LDM) regulations. Additionally, portions of this site include wooded hillsides. The applicant should be aware that Section 64.340 of the LDM could require re-vegetation or screening of slopes exposed by new development, primarily on the wooded slopes.*

*Permitted densities in the R-1X district may be more appropriate on this property, than the permitted densities in the R-2 district.*

*If the applicant is relying on future approval of a Substantial Land Alteration/Excavation permit in order to accomplish the GDP proposed, the applicant may want to consider filing a request for the appropriate permit(s) early in the development process, especially if the development design or feasibility would change significantly without approval of said permits.*

*With the level of detail provided on this GDP, it is difficult for Staff to conclude compatibility of the development style with the landscape/environment. Housing styles have not been specified and placement of dwelling units has not been identified. Future submittals of site plans and grading plans will provide Staff opportunities to review the development details and determine compliance with regulations and policies.*

*The developer is encouraged to become educated on the impacts that the Decorah Edge may have on the cost for development. Additionally, the developer is encouraged to utilize slab on grade construction, where possible, in the Decorah Edge areas of the development, to minimize interference with groundwater flows and reduce the risk of wet basement problems.*

#### *Regarding roadways within the development:*

*Enterprise Drive should be extended north into this property to provide additional access and circulation. The application currently does not accommodate the extension of this roadway. It's difficult to approve a GDP with a condition that the roadway is extended into the site, because there is no opportunity to review the proposed alignment and other changes that would occur in the GDP to accommodate the extension. If the Commission and Council agree that this roadway should be extended into this GDP, the GDP should probably be denied for failure to accommodate.*

*Future construction of Enterprise Drive and re-construction of Carlton Street will likely need to be done as public improvement projects in the future. These projects will likely also be included in a Traffic Improvement District (TID). This GDP will be subject to TID charges that will be outlined in a future Development Agreement.*

*Willow Ridge Drive has limited additional capacity. The roadway connection shown on the GDP and corrected to be a TWO-WAY would result in Willow Ridge Drive operating at or near capacity. In order to reduce the number of vehicles using Willow Ridge Drive from Spring Brook Valley, traffic calming could be required within the Spring Brook Valley GDP to further reduce the trips on that road. Another option would be to require contribution from the developer for future upgrade of Willow Ridge Drive to a Major Local Residential, to increase*

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capacity. Details of on and off site improvements will need to be outlined in a Development Agreement for this GDP.

Several Plans have been prepared for this property over the years, though most were never filed formally. Two years ago a GDP was prepared for this property, which included a mix of townhomes and multi-family in the R-3 district. Those applications were eventually withdrawn and never acted on by the City Council. Following the submittal of these applications, it was determined that a Collector road would not be required through this property for future extension to 18<sup>th</sup> Ave. SW, as was shown on the Thoroughfare Plan.

Today, a GDP has been filed that includes approximately 114 acres of land. The applicant is proposing to re-zone 94 acres to the R-2 (Low Density Residential) district, and is proposing commercial land uses in the eastern 17 acres of the Site which is already zoned B-4 (General Commercial).

### **Recommendation:**

If the Commission and Council support the extension of Enterprise Drive into this property, this GDP should be denied, as submitted. If the Commission and Council ultimately to not agree with Staff recommendation for the extension and construction of Enterprise Drive into this GDP, then approval could be considered. Since the requirement to file a GDP concurrent with any up-zoning request allows for consideration of these applications simultaneously, the decision on the request to re-zone 94 acres from R-1 (Mixed Single Family Residential) to R-2 (Low Density Residential) could impact the decision on this GDP. If, for instance, the Commission and Council do not support the request to re-zone this property to R-2, the GDP should be denied because it would not be consistent with the current R-1 zoning for the residential portion of the GDP.

Please consider the following conditions, if the Commission and Council choose to approve this GDP, without the extension of Enterprise Drive:

- 1. Prior to Final Plat submittal, the applicant shall enter into a Development Agreement with the City that outlines the obligations of the developer/owner relating to, but not limited to Ownership & Maintenance of the Wetland Areas, TID/Substandard Street Reconstruction charges, stormwater management, park dedication, traffic improvements, pedestrian facilities, right-of-way dedication, access and extension of utilities for adjacent properties, and contributions for public utilities.**
- 2. A regional stormwater management facility will be required within this GDP site. The concept of several small detention ponds along the wetland/stream may be permitted as an aesthetic feature, but may not fulfill the Owner's obligations for providing Stormwater Management.**
- 3. Pedestrian facilities are required at the Owner's expense along both sides of all new public roads within this development, and along the entire frontage of the GDP abutting the west frontage road. Mid block connections must be provided as required by Ordinance. The developer/owner shall also provide pedestrian facilities between the northern extent of Willow Ridge Drive through Spring Brook Valley to the public road system within the development. In addition, a pedestrian trail shall be extended at the Owner's expense through the sanitary sewer corridor to the west property line. Specific obligations will be addressed in the Development Agreement.**

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4. *Prior to designing grading plans or further development proposals for this property, the developer will need to study the impact that the proposed development will/could have on the Fen. In particular, the roadway and development area shown in "Area C" on the Plan could have adverse impacts on the groundwater and surface water flows towards the Fen. Prior to approval of any land disturbing activities in the areas adjacent to the Fen (i.e. Area C), the applicant shall coordinate with the Planning Department and MN DNR to verify that development activities will have no adverse impacts on the Fen in the near future or long term.*
5. *A revised GDP shall be filed with the Planning Department identifying all delineated Wetlands on the property.*
6. *Approval is Contingent upon negative findings for an EAW and completion of a study of groundwater and surface water flow of the site. Any Modifications to the Plan to mitigate or avoid adverse environmental impacts identified through the EAW process, or through further assessment of the Site's hydrology will need to be reflected in a revised GDP.*
7. *Staff reviewed this application with a two way private roadway proposed as a connection to Willow Ridge Drive, as requested by the applicant. If this connection is approved as a private two way road, the Owner will be required through the Development Agreement process to dedicate public access rights over the private roadway to allow traffic flow between the proposed and existing development.*
8. *At the time of development, water main extension and hoping of systems must be completed per the requirements of RPU Water.*
9. *Parkland dedication requirements shall be met via dedication of the 3.5 acre pubic park shown on the Revised Plan dated November 14, 2003. The balance of dedication (total approx. 7.0 acres), shall be in the form of cash in lieu of land or negotiated street construction costs for the park site frontage.*

**Notes & Reminders:**

*Development will need to be phased to limit the number of trips to <1,200 prior to construction of a second access. Phasing shall be such that access to Willow Ridge Drive SW occurs when the development will exceed the 1,200 trip threshold and not before based on plats or Plan approval.*

*Development densities shown may be reduced following site capacity calculations.*



# ROCHESTER

— Minnesota —

TO: Consolidated Planning Department  
2122 Campus Drive SE  
Rochester, MN 55904

DEPARTMENT OF PUBLIC  
WORKS  
201 4<sup>th</sup> Street SE Room 108  
Rochester, MN 55904-3740  
507-287-7800  
FAX – 507-281-6216

FROM: Mark E. Baker

DATE: 11/26/03

The Department of Public Works has reviewed the application for General Development Plan #219 for the proposed Spring Brook Valley development. The following are Public Works comments on this request from 11/4/03. New comments are indicated in **BOLD**, while comments that have been addressed by the revisions, or are no longer applicable are shown with ~~STRIKETHROUGH~~:

1. Prior to Final Plat submittal, the applicant shall enter into a Development Agreement with the City that outlines the obligations of the applicant relating to, but not limited to Ownership & Maintenance of the Wetland Areas, TID / Substandard Street Reconstruction charges, stormwater management, park dedication, traffic improvements, pedestrian facilities, right-of-way dedication, access, and extension of utilities for adjacent properties, and contributions for public utilities.
2. Grading & Drainage Plan approval is required prior to development.
3. A regional stormwater management facility will be required on this Property. The concept of several small detention ponds along the wetland / stream may be permitted as an aesthetic feature, but may not fulfill the Owner's obligations for providing Stormwater Management.
4. Development ~~will~~ **may** be limited by trip generation until a second access is available. ~~Traffic calming measures may be required to limit the traffic from this development through the residential development to the south via Willow Ridge Dr SW.~~
5. Pedestrian facilities are required at the Owner's expense along both sides of all new public roads within this development, and along the entire frontage of the Property abutting the west frontage road. In addition, a pedestrian trail shall be extended at the Owner's expense through the sanitary sewer corridor to the west property line. Specific obligations will be addressed in the Development Agreement.
6. Controlled access dedication requirements, and individual lot access to the frontage road will be determined in the Development Agreement and should not be shown on the GDP.

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# ROCHESTER

— Minnesota —

TO: Consolidated Planning Department  
2122 Campus Drive SE  
Rochester, MN 55904

DEPARTMENT OF PUBLIC  
WORKS  
201 4<sup>th</sup> Street SE Room 108  
Rochester, MN 55904-3740  
507-287-7800  
FAX – 507-281-6216

FROM: Mark E. Baker

7. Execution of a City-Owner Contract will be required prior to construction of each phase of development, for all public infrastructure to serve this property.
8. Enterprise Drive should be extended through this development and serve as the **primary secondary access, with the connection to Willow Ridge Dr SW acting as a third alternative access. The revised plan does not address Public Works prior comment regarding the extension of Enterprise Dr SW.**
9. Specific routing of utilities will be addressed through the platting process and plan review.
10. **It is staff's understanding that the applicant intends to request the proposed private road from Willow Ridge Dr SW to this property be permitted for two way traffic vs. one way as shown on the submitted plan. If this connection is approved as a private two way road, the Owner will be required through the Development Agreement process to dedicate public access rights over the private roadway to allow traffic flow between the proposed and existing development.**

Charges/fees applicable to the development of this property will be addressed in the Development Agreement and City-Owner Contract(s) for the Property and include:

- ❖ Sewer Availability Charge (SAC) @ \$3087.14 per developable
- ❖ Water Availability Charge (WAC) @ \$1851.12 per developable acre
- ❖ Sanitary Sewer Connection Charge @ \$46.60 per foot of frontage (estimated 4000 feet).
- ❖ Willow Creek Transportation Improvement District (TID) charge – TBD in the Development Agreement
- ❖ Substandard Street Reconstruction Charge for the West Frontage Road
- ❖ Storm Water Management – To Be Determined at the time of Grading Plan approval, for areas that do not drain to a privately constructed on-site regional detention facility.
- ❖ First Seal Coat Charge @ \$0.51 per square foot of public road frontage
- ❖ Street Signs, as determined by the City Engineer



*we pledge, we deliver*

October 31, 2003

Rochester-Olmsted  
CONSOLIDATED PLANNING DEPARTMENT  
2122 Campus Drive SE  
Rochester, MN 55904-7996

REFERENCE: General Development Plan #219 by COPAR Development to be known as Spring Brook Valley to develop 111.3 acres (17.16 acres as Business Use and 94.14 acres as Residential Use) and Zoning District Amendment #03-22 to re-zone 94.14 acres from R-1 to R-2 district.

Dear Ms. Garness:

Our review of the referenced general development plan is complete and our comments follow:

1. The property may be subject to the water availability fee, connection fees or assessments. The Land Development Manager (507-281-6198) at the Public Works Department determines the applicability of these fees.
2. Most of this property is within the Intermediate Level Water System Area, which is available in two locations from the north and one from the south. Preliminary computer water system modeling indicates that to provide adequate flows for fire protection in the B-4 area (Planned Phase I) a loop from the north to the south systems must be completed.
3. The upper area to the southwest is within the Willow High Level Water System Area, which is available at the end of 7<sup>th</sup> Ave SW.
4. Static water pressures within this entire area will range from the low 60's PSI to the low 90's PSI depending on the finished grades. The builders must install pressure-reducing devices near the domestic water meters as required by the Minnesota Plumbing Code.
5. The water mains must be looped to minimize "dead ends" and water mains must be extended to adjacent properties per our requirements.
6. We will work with the applicant's engineering firm to develop the necessary water system layout to serve this area.

Please contact us at 507-280-1600 if you have questions.

Very truly yours,

Donn Richardson  
Water

C: Doug Rovang, RPU  
Mike Engle, RPU  
Mark Baker, City Public Works  
Vance Swisher, Fire Prevention  
Gale Mount, Building & Safety  
COPAR Development, Inc.  
McGhie & Betts, Inc.





*The hand to reach for...*  
**DAVID A. KAPLER**  
Fire Chief

DATE: November 3, 2003

TO: Jennifer Garness, Planning

FROM: R. Vance Swisher, Fire Protection Specialist

SUBJ: General Development Plan (GDP) #219, to be known as Spring Brook Valley and Zoning District Amendment #03-22.

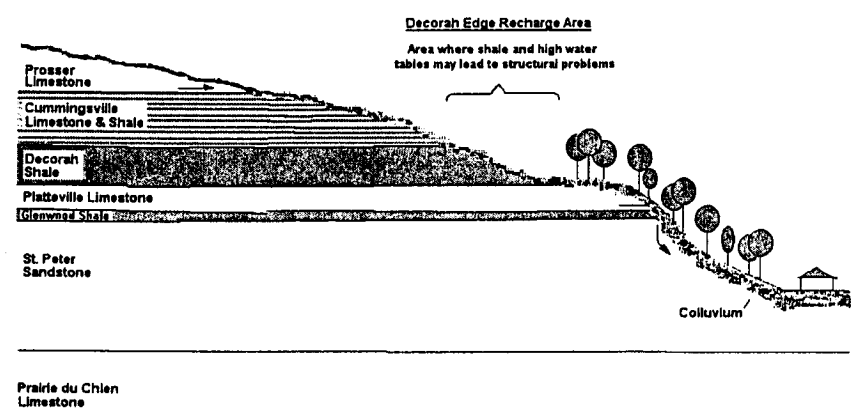
With regard to the above noted project plan, the fire department has the following requirements:

1. An adequate water supply shall be provided for fire protection including hydrants properly located and installed in accordance with the specifications of the Water Division. Hydrants shall be in place prior to commencing building construction.
  2. Streets and roadways shall be as provided in accordance with the fire code, RCO 31 and the Zoning Ordinance and Land Development Manual. Emergency vehicle access roadways shall be serviceable prior to and during building construction.
    - a) Streets less than 32feet in width shall be posted "No Parking" on one side of the street. Streets less than 26 feet in width shall be posed "No Parking" on both sides of the street.
- c: Donn Richardson, RPU, Water Division  
Mark Baker, Rochester Public Works  
COPAR Development, Inc  
McGhie & Betts, Inc.

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Date: November 6, 2003  
 To: Jennifer Garness, Rochester-Olmsted Planning Department  
 From: Terry Lee, Olmsted County Environmental Services  
 Re: General Development Plan #219 by COPAR Development to be known as Spring Brook Valley Subdivision, and Zoning District Amendment #03-22, Rochester Township, Section 23.

The Decorah Edge (see diagram below) is present within the area where the parcel is located. In this hydrogeologic setting, water discharges from the upper aquifer through soils overlying the Decorah shale before recharging the underlying aquifer. Developments in this setting have the potential to affect and be affected by these groundwater processes. Shrinking and swelling of the shale may cause structural problems and seasonal high water tables may result in wetness and flooding problems. This finding is based on information derived from the Olmsted County Geological Atlas, construction logs from nearby wells, and bedrock mapping using two-foot contour intervals.



The Decorah shale layer within this area is mapped at elevation of 1083' to 1130' (see attached map). The mapped bedrock elevations do not account for an approximate 10 to 15 ft/mile southwest dip in the bedrock in this area (see elevations in Table 1). Consequently bedrock elevations would be expected to be higher in the in the northwestern corner of the site and slightly lower in the southeastern corner. More accurate bedrock elevations may be available from borings completed on or near the site.

Table 1. Mapped Bedrock Elevations in Section 23 of Rochester Township.\*

Map Unit			Decorah	
Township	Sec	Sub-sec	Fro	To
ochester	23	N	1083	1130
Rochester	23	S	1072	1120

\* the attached map is based on the elevations shown for the north ½ of Section 23.

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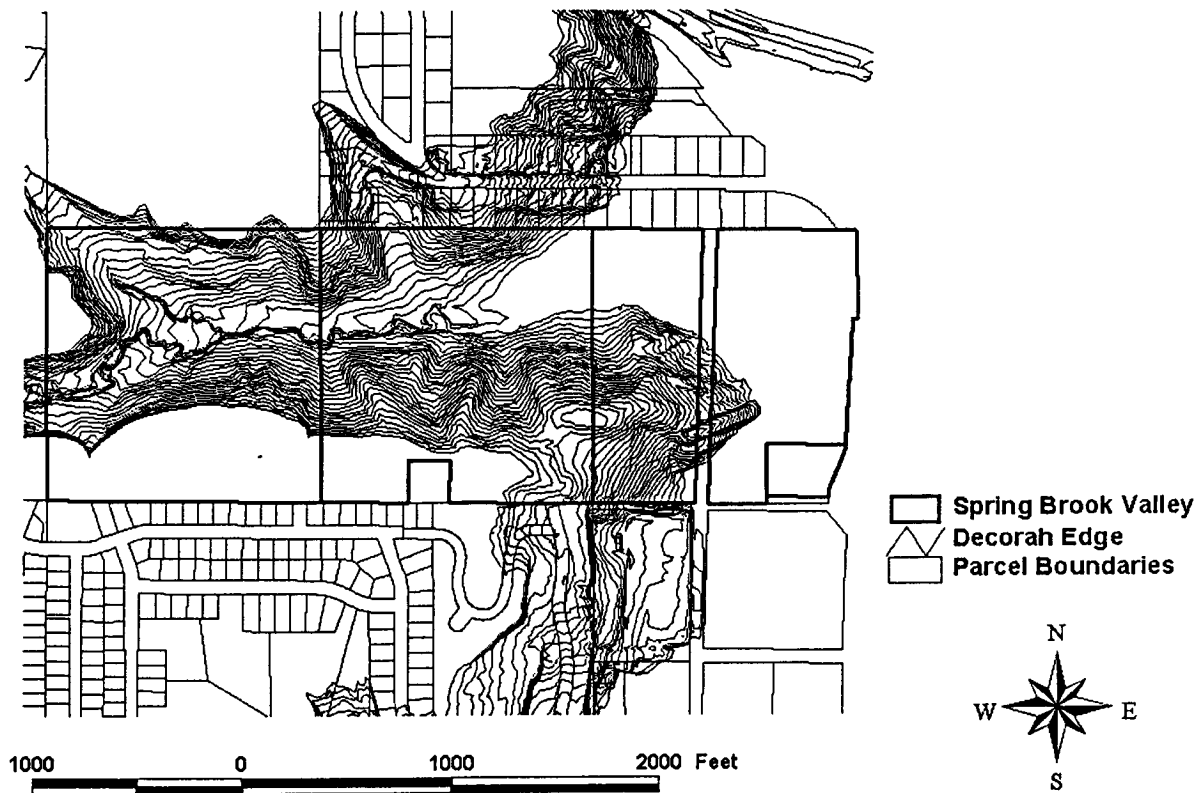
An overview of the Decorah Edge recharge processes and the associated shale and flooding problems can be seen on the 15-minute video titled "Rochester's Groundwater Guardian". Copies of the video are available at the Rochester Public Library.

Enclosed is a Decorah Edge brochure that was prepared by our office.

For additional information contact:

Olmsted County Environmental Services  
2116 Campus Drive SE  
Rochester, MN 55905  
(507) 285-8339  
lee.terry@co.olmsted.mn.us

Extent of the Decorah Edge at the Spring Brook Valley  
General Development Plan in Rochester Township, Section 23



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## WETLAND COMMENTS FOR DEVELOPMENT APPLICATIONS

Application Number: GDP #219 Spring Brook Valley

- ☐ No hydric soils exist on the site based on the Soil Survey
- ☐ Hydric soils exist on the site according to the Soil Survey. The property owner is responsible for identifying wetlands on the property and submitting the information as part of this application.
- ☒ A wetland delineation has been carried out for the property and is on file with the Planning Department.
- ☐ A wetland delineation is on file with the Planning Department and a No-Loss, Exemption, or Replacement Plan has been submitted to the Planning Department.
- ☐ A wetland related application has been approved by the City. This plan incorporates the approved wetland plan.
- ☐ No hydric soils exist on the property based on the Soil Survey. However, due to the location in the landscape, the property owner should examine the site for wetlands. The property owner is responsible for identifying wetlands.
- ☒ Other or Explanation:

**Additional wetlands have been delineated on this property along the stream channel. A delineation report was submitted and is to be amended. Wetlands previously delineated on the wetsern portion of this property are not shown on this GDP.**



## ROCHESTER PARK AND RECREATION DEPARTMENT

November 17, 2003

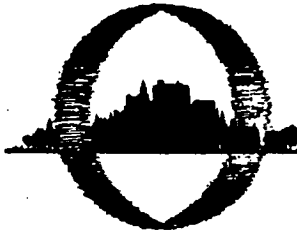
TO: Jennifer Garness  
Planning

RE: GDP #219      \*\*REVISED\*\*  
Spring Brook Valley

The development as proposed will have a parkland dedication requirement of  $\pm 7.00$  acres. A minimum of 3.5 acres of the dedication should be in the form of land.

The revised GDP indicates a 3.5 acre public park. This site will meet the development's land dedication. The balance of the dedication can be in the form of cash in lieu of land or negotiated street construction costs for the park site frontage.

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COUNTY OF  
*Olmsted*



Rochester-Olmsted Planning Department  
GIS/Addressing Division  
2122 Campus Drive SE  
Rochester, MN 55904-4744  
Phone: (507) 285-8232  
Fax: (507) 287-2275

## GENERAL DEVELOPMENT PLAN

### REFERRAL RESPONSE

**DATE:** November 21, 2003

**TO:** Jennifer Garness

**FROM:** Randy Growden  
GIS/Addressing Staff  
Rochester-Olmsted County  
Planning Department

**CC:** Mc Ghie & Betts Inc.

**RE:** **SPRING BROOK VALLEY**  
**GENERAL DEVELOPMENT PLAN #219 *REVISED***

A review of the **GDP** has turned up the following **ROADWAY** or **ADDRESS** related issues:

- 1. The official designation of all public and/or private roadways must have approval of the GIS/E911 Addressing Staff.***
- 2. Supplementary Address Signage and the incurred costs may be required to eliminate complicated or confusing addressing situations. This signage must be coordinated with the GIS/ E-911 Addressing Staff in cooperation with the Rochester Fire Department. If required, this signage will be determined at the time of address review.***

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**Minnesota Department of Transportation****Minnesota Department of Transportation - District 6**

Mail Stop 060

2900 48<sup>th</sup> Street N.W.

Rochester, MN 55901-5848

Office Tel: 507-280-2913

Fax: 507-285-7355

E-mail: dale.maul@dot.state.mn.us

November 25, 2003

Jennifer Garness

Rochester-Olmsted Planning Department

2122 Campus Drive SE, Suite 100

Rochester, MN 55904

**RE: Revised General Development Plan (GDP) #219, to be known As Springbrook Valley and Zoning District Amendment #03-22. The applicant, COPAR Development, is proposing to re-zone 94.14 acres of land from Mixed Single Family to Low Density Residential district. The property is located west of US Highway 63, south of US Highway 52 and Southtown Heights and north of 36<sup>th</sup> Street SW. US Highway 63, CS 5510**

Dear Ms. Garness:

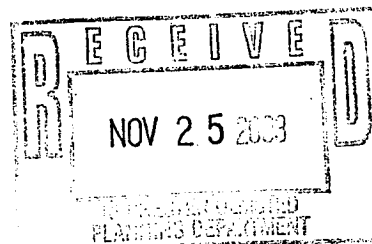
The Minnesota Department of Transportation (Mn/DOT) has reviewed the above proposal as described. The revised GDP is acceptable, however Mn/DOT encourages the City of Rochester to continually develop internal street connections to reduce impacts for both City streets and for Mn/DOT roadways.

Questions may be directed to Fred Sandal, Principal Planner, at (507) 285-7369 or Debbie Persoon-Bement, Plan and Plat Coordinator, at (507) 281-7777.

Sincerely,

A handwritten signature in cursive script, reading "Dale E. Maul".

Dale E. Maul  
Planning Director





*The hand to reach for...*  
**DAVID A. KAPLER**  
Fire Chief

DATE: November 26, 2003

TO: Jennifer Garness, Planning (E-mail only)

FROM: R. Vance Swisher, Fire Protection Specialist

SUBJ: Revised General Development Plan #219, to be known as Spring Brook Valley AND  
Zoning District Amendment #03-22.

With regard to the above noted project plan, the fire department has the following requirements:

1. An adequate minimum water supply of 2750 gallons per minute at 20 pounds per square inch shall be provided to all portions of the property for fire protection including hydrants properly located and installed in accordance with the specifications of the Water Division shall be provided for this development plan. Hydrants shall be in place prior to building construction.
  2. Streets and roadways shall be as provided in accordance with the fire code, RCO 31 and the Zoning Ordinance and Land Development Manual. Emergency vehicle access roadways shall be serviceable prior to and during building construction.
    - a) Streets less than 32 feet in width shall be posted "No Parking" on one side of the street. Streets less than 26 feet in width shall be posted "No Parking" on both sides of the street.
    - b) Cul-de-sacs less than 96 feet in diameter shall be posted "No Parking".
- c: Donn Richardson, RPU, Water Division (E-mail only)  
Mark Baker, Rochester Public Works (E-mail only)  
COPAR Development, Inc  
McGhie & Betts Inc. (E-mail only)



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MEMORANDUM

TO: City Planning & Zoning Commission

FROM: Muhammad Khan  
Transportation Planner

DATE: October 30, 2003

RE: Review of Traffic Impact Analysis for **Spring Brook Valley**

**Introduction**

The GDP includes total of 112 acres of land and proposes to develop the eastern 17.16 acres as General Commercial District (B-4), remaining 94.14 areas proposed for rezoning from R-1 to R-2. Residential area broken into 2 areas-subareas B through G on GDP to be served by roads from the east which includes 455 units, and subarea A, which is served off 7<sup>th</sup> Ave and included a total of 54 units.

To review the GDP, the following traffic analysis issues are relevant:

1. Level of Service (LOS) – The impact of the development to intersections along any non-residential street where more than 5% of the intersection traffic is generated by the project should be evaluated to determine if the additional traffic increases the average delay per motorist such that the LOS drops below “D”.
2. Number of Access Points – The number of access points shall be minimum needed to provide adequate access capacity for the site
3. Residential Street Impact – Traffic added by the project to existing residential street shall not cause traffic to exceed acceptable ranges identified in the Thoroughfare Plan. The volume thresholds are 1500 +/- 10% for local streets and 2000 +/- for major local streets.

There are also other sections in the Zoning Ordinance and Land Development Manual that are relevant to review of this GDP. Section 64.120 of the LDM includes criteria related to secondary access and connectivity of local streets. The criteria for approval of a GDP addressing the adequacy of public streets is found in section 61.215 and Access Spacing Standards are included in Section 64.140 of LDM.

### Summary of Background Information:

- MNDOT, the City of Rochester and Olmsted County have a major highway improvement project programmed for the year 2005 that will upgrade 40<sup>th</sup> Street SW, the West Frontage Road north of 40<sup>th</sup> St, and the TH63 mainline to include 4 through lanes and 2 auxiliary lanes north of 40<sup>th</sup> St with an interchange at 40<sup>th</sup> St SW.
- Figure 1 on next page shows the site location in respect to the existing land use and the TH 63 / TH 52 interchange.

### **Residential Area Trip Generation**

The GDP is divided into 7 residential districts (A-G). Table 1 illustrates the breakdown of these areas and estimated daily and peak hour traffic generated from each of the districts.

*Table 1: Residential Subarea Trip Generation*

Area	Style	Units/Acres	Daily Trips	PM Trips	IN	OUT	AM Trips	IN	OUT
A	R-2	54	405	39	25	14	31	7	24
B	R-2	50	375	36	23	13	29	7	22
C	R-2	48	360	35	22	13	28	6	22
D	R-2	70	525	50	32	18	41	9	32
E	R-2	78	585	56	36	20	45	10	35
F	R-2	56	420	40	26	14	33	8	25
G	R-2	153	1148	110	70	40	89	20	69
<b>Totals</b>		<b>509</b>	<b>3818</b>	<b>366</b>	<b>234</b>	<b>132</b>	<b>296</b>	<b>67</b>	<b>229</b>

- Area A traffic is separate from areas B through G will impact only Willow Heights Drive
- Trip Generation estimates based on trip generation 270, ITE Trip Generation Handbook, 6<sup>th</sup> edition

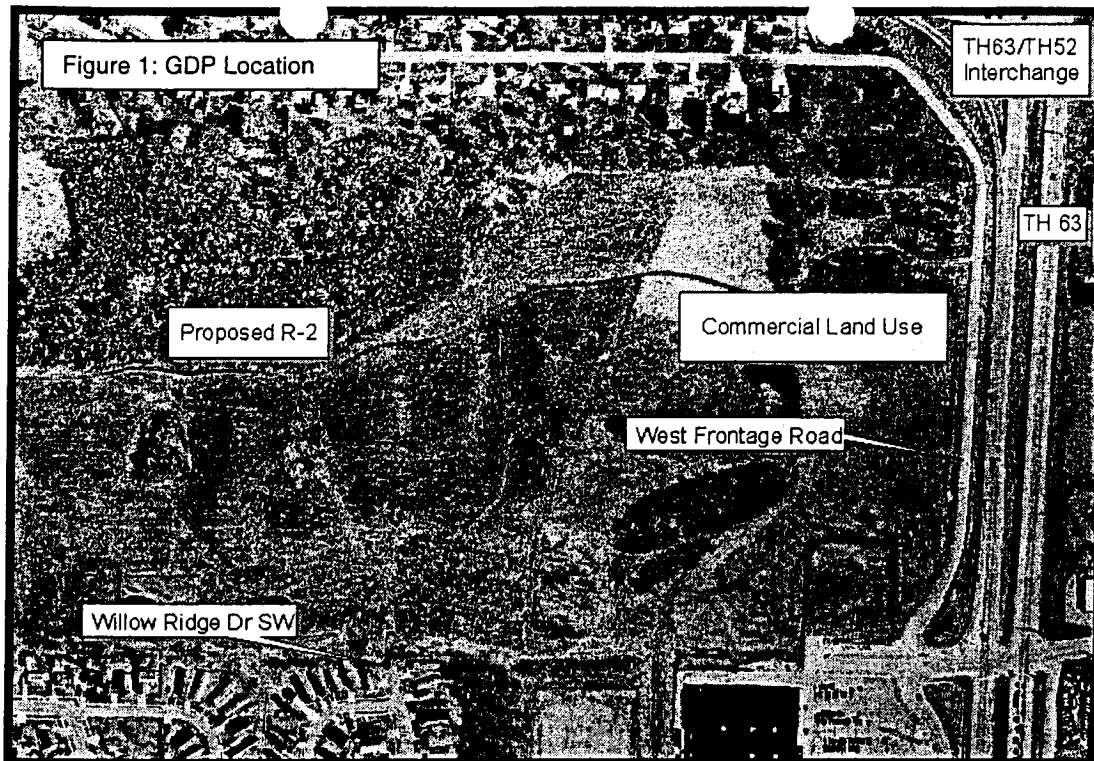
### **Commercial Land Use Trip Generation**

The proposed development includes approximately 17.16 Acres of commercial area along the frontage road to the east of GDP. The AM and PM hour trips estimate assumed 130,000 sq feet of commercial area based on a nominal Floor Area Ratio (FAR) of .175 and developed as a Specialty Retail Center. Table 2 shows commercial subarea estimated daily, morning and evening peak hours estimated trips.

*Table 2: Commercial Subarea Estimated Trip Generation*

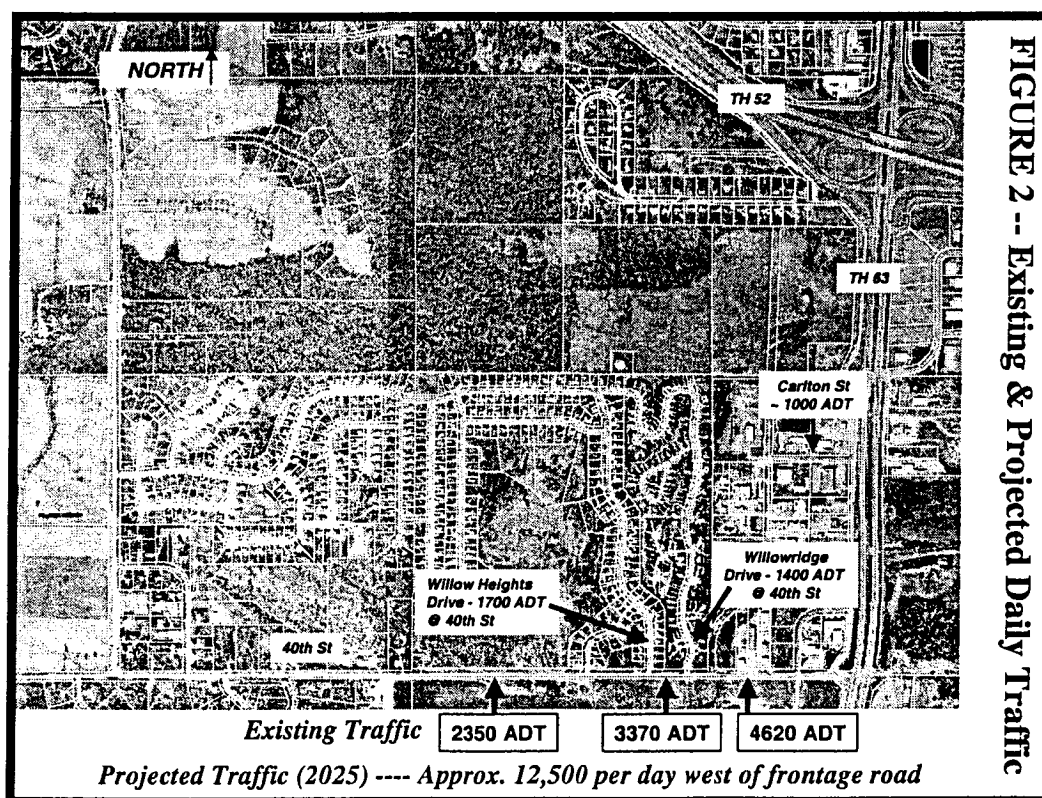
Area	Use	Acres	Daily Trips	PM Trips	IN	OUT	AM Trips	IN	OUT
H	Commercial	17.16	5287	641	365	276	833	400	433

- Trip Generation estimates based on trip generation 814, ITE Trip Generation Handbook, 6<sup>th</sup> edition



### Daily Traffic Volumes

- The traffic flow map shows an existing average daily traffic of 29,100 on south TH 63 between 40<sup>th</sup> Street SW and the TH 63 / TH 52 interchange. The projected estimated traffic in the year 2025 is approximately 42,583 vehicles per day.
- The existing and projected daily traffic volumes on the nearby streets are shown in Figure 2



## Existing Zoning

Table 3 summarizes the projected traffic from the residential area of site under the existing R-1 zoning

*Table 3: Estimated Residential Trip Generation under current zoning*

Area	Units	Acres	Daily Trips	PM Trips	IN	OUT	AM Trips	IN	OUT
(Single family	188 @ 2/acre	94.14	1800	145	36	109	192	123	69

- Trip Generation estimates based on trip generation 210, ITE Trip Generation Handbook, 6<sup>th</sup> edition

## Street Design and Capacity

Streets in the nearby area that will be impacted by the increase in traffic from the proposed development include the following:

- Willow Heights Drive is a 36' roadway on 66' ROW and is considered a Major Local Street, whereon the acceptable range of daily traffic is approximately 2000 to 3000 vehicles per day.
- Willow Ridge Drive SW is 32' roadway on 66' Right of Way and is considered to be a local street and the acceptable range of daily traffic is 1500-2000 ADT.
- Currently, the West Frontage Road is serving as non-residential Local Street and proposed to become a Collector Street on The Long Range Thoroughfare Plan.
- Carlton Street is a non-residential street, currently with a 26' roadway on 66' ROW, and Enterprise Drive north of Carlton St., which also has a 66' ROW.

## Review of the Key Traffic Issues

### *Level of Service*

- Traffic operation was evaluated previously with higher trip generation to determine if the traffic impact from the proposed development would cause LOS at the intersection of 40<sup>th</sup> St with Willow Heights Drive drop below standards. Now with the new trip generation, the traffic impact from the proposed development will be nominal and the intersection will continue to operate at LOS "C".
- LOS analysis at the intersection of 40<sup>th</sup> St with Willow Ridge Drive SW was evaluated with lower trip generation previously. The traffic impact due to the development is going to be higher and the intersection is expected to operate at LOS below standards.
- Traffic operation was also evaluated at the intersection of Carlton Street and the West Frontage Road, to determine if the traffic impact from the proposed development would cause LOS at this intersection drop below standards.
- The proposed connection to the site through Willow Ridge Drive SW will drop the level of service below standard at the intersection of 40<sup>th</sup> St. At the moment this intersection is operating at LOS "C" and would continue to do so provided no new traffic is added to Willow Ridge Drive.
- It is expected that over time traffic on 40<sup>th</sup> St will grow significantly, to a level approaching 12,500 vehicles a day in the year 2025 when the area south of 40<sup>th</sup> St on both side of TH 63 fully develops with commercial and industrial uses.

- The proposed interchange at 40<sup>th</sup> St along with Frontage Road improvement and proposed upgrading of 40<sup>th</sup> St to four lanes with raised median and turn lanes will permit the LOS drop only to "C" which meets the standards of LDM.

### **Number of Access Points**

The total daily traffic generated by the proposed development is expected to be 9100 ADT (see tables 1 & 2), of which the majority under the proposed plan will take access to the area from the West Frontage Road through the proposed Major Local Road along the north side of the development. Out of 9100 daily trips generated by the proposed development, 42% (3818 ADT) will be generated by the residential area and remaining 58% (5282 ADT) trips will be made by the commercial area.

### ***Residential Development***

- The major part of trips generated by residential areas D, E and G in the proposed GDP would likely use Willow Ridge Drive as a primary access from 40<sup>th</sup> St. It is estimated that potentially 33% of traffic generated by area D, 75% for E and 50% for G would take access via Willow Ridge Drive. It is estimated that up to 1180 daily trips in addition to the existing 1400 per day generated by the Willow Ridge Mobile Home Park will use Willow Ridge Drive to 40<sup>th</sup> St SW.
- Willow Ridge Drive is a local street and designed to handle a daily traffic load of 1500- to 2000 vehicle per day. With the proposed plan layout, it is estimated that total traffic on Willow Ridge Drive will approach 2600 ADT.
- The level of traffic impact of the development in area "A" on Willow Heights Drive out to 40<sup>th</sup> St will have a minor LOS affect on the intersection.

### ***Commercial Development***

- The GDP is proposing 5 access points to the Commercial Land Use on the east side of development off the west Frontage Road. The access locations as noted on the GDP are proposed to be located a minimum of 125' apart.
- The proposed commercial use is expected to generate roughly 5,000 daily trips and if all these trips are made off the Frontage Road through the proposed 5 access points, it may pose safety hazards for pedestrian, bicyclists and people with disabilities.
- One of the design objective under Section 64.144 of the LDM, is to ensure that the access provides for the safe crossing of pedestrian, bicyclists and the handicapped.
- Two other design objectives in section 64.144(2 & 6) of the LDM are relevant to review the proposed access points to Commercial Land Use on the east side of GDP. They are related to adequate stopping distance, intersection sight distance and access location in relation to driveways and street intersections.
- The spacing distance proposed in GDP is the absolute minimum the meets the acceptable standards such as AASHTO and the various TIR References. Most guidelines places desirable spacing at 200-250 feet based on Stopping Sight Distance and Decision Sight Distance.

### Summary of Key Traffic Issue

The discussion in the previous section identified

1. Impact to Willow Ridge Drive from development of areas D, E and G on the proposed General Development Plan
2. Need to increase the spacing between the proposed access points serving the commercial area along the Frontage Road to provide adequate, not minimum, stopping and decision sight distance. Spacing between access points should be a 225'.

### Possible Options to reduce Impact to Willow Ridge Drive

#### Alternative 1:

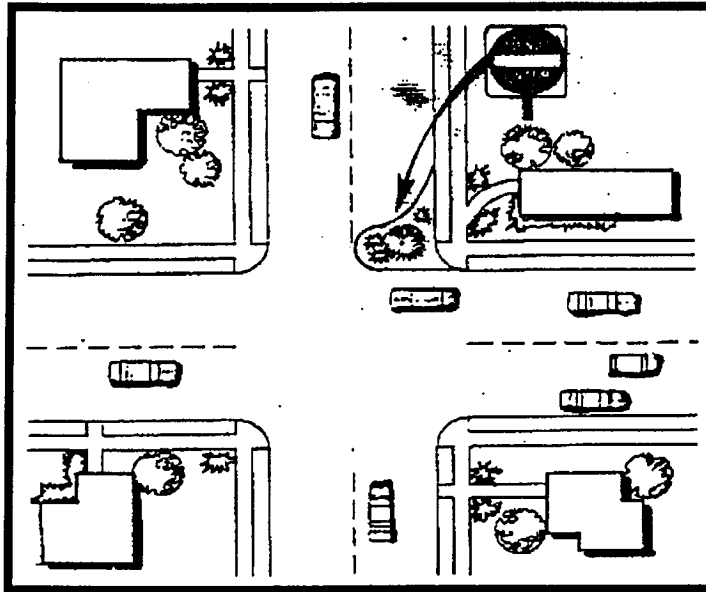
1. Enterprise Drive is not constructed between the southeast corner of the site and Carlton St. Since this land is off-site, a public improvement project would have to be initiated to facilitate construction of the roadway. The existing ROW of Enterprise Drive and Carlton Street is 66' suitable for Major Local Street or just a Local Street.
2. As shown in the figure 3, the proposed road on the southeast side of development (ROW 66') may be extended to connect Enterprise Drive, SW.
3. The proposed private street (ROW 50') connecting the site with Willow Ridge Drive may be narrowed down to private street standards (20' roadway width). It may be even taken out from the proposed GDP.

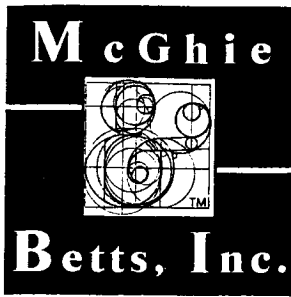


**Alternative 2:**

1. A second alternative is to consider some traffic calming options on the extension of Willow Ridge Drive. One option as illustrated in figure 4 would permits only inbound/northbound traffic.

Figure 4: Half Closure





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Rochester  
Minnesota

Land Surveying

Urban - Land Planning

Consulting - Civil Engineering

Geotechnical Engineering

Construction Material Testing

Landscape Architecture

November 13, 2003

Ms. Mitzi Baker  
Consolidated Planning Department  
2122 Campus Drive SE  
Rochester, MN 55904

RE: Spring Brook Valley Subdivision

Dear Ms. Baker:

On behalf of our client, Tom Hansen, Copar Companies, we are submitting several map edits as discussed during our meeting on Monday, November 3, 2003. These edits include:

1. Relocation of the public park site to "Area F" I have spoken with Denny Stotz about this change and size. I will be forwarding an adobe print of the park to him today.
2. Changing the name of Frontage Road to "33<sup>rd</sup> Street S.W."
3. Removing the driveway access along 33<sup>rd</sup> Street and replacing it with the text- "Future access along 33<sup>rd</sup> Street and the 66' R.O.W. will be reviewed t the time of platting.
4. Lengthen the 20' private street connecting to Willow Ridge Drive. S.W. and labeling it a "one-way northward access only"
5. Changing the main 66' loop road on the southern half of the project to show a continuous curve not a "T" intersection to Willow Ridge Drive S.W.
6. Recalculating the acreages and density to adjust for roadway and parkland requirements.
7. The previous GDP map showed 509 total units. The amended GDP no has 490 total proposed units.

If you have any questions, please contact us.

Sincerely,  
McGhie & Betts Inc.

*Kristi L. Clarke*

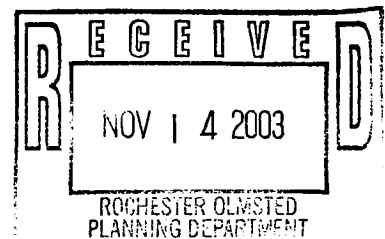
Kristi L. Clarke, AICP  
Pc Tom Hansen, Copar Companies

1648 Third Avenue S.E.  
Rochester, MN 55904

Tel. 507.289.3919  
Fax. 507.289.7333

e-mail. mbi@mcghiebetts.com

Established 1946





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# Spring Brook Valley

## GENERAL DEVELOPMENT PLAN

The Spring Brook Valley General Development Plan is approximately 94.14 acres bounded by Barony Woods and Southtown Heights, Southtown Second, and Neills Replat on the north, unplatted property to the west, Willow Heights Second Subdivision, Willow Ridge and Willow Center Subdivision on the south, and various commercial properties along the Frontage road to the east.

The following is a written summary of the General Development Plan (GDP) in accordance with Appendix B E-3.

- a) *Topographic or soils conditions which, in the estimation of the applicant, may create potential problems in street, drainage, public utilities or building design and construction, and how these problems will be investigated further or engineered to overcome the limitations.*

Preliminary analysis of the soil conditions indicates the depth to bedrock will not be a concern when developing the property. Soil borings will be completed during the engineering phases to determine the exact subsurface conditions and the bedrock depth in the areas of construction. Steeper areas with higher erosion potential are being avoided as much as possible as indicated by the street alignments. Hydric soils as shown on the Olmsted County Soil Survey, and wetlands do exist on the property. The GDP indicates the approximate location of wetlands and it is the intent of the developer to do an actual surveyed delineation in the near future.

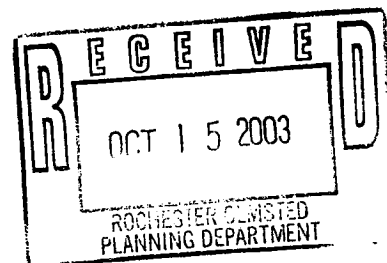
- b) *Storm drainage problems, which in the estimation of the applicant, may result in costs that will exceed normal storm drainage costs.*

The General Development Plan outlines seven small private storm detention ponds located along the stream or along natural drainageways. This will reduce the need for excessive piping to remove storm water flows to the natural low point of the site located in Area 'F' of the GDP. Section 'F' contains the largest storm detention pond and is located along the northern boundary of the site adjacent to a 40' drainage easement.

The storm drainage does not appear to cause problems that will result in the increase of normal storm drainage costs.

- c) *Identification of potential off-site drainage problems.*

The site will be served by on-site detention basins.



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d) *Availability of utilities to serve the area under consideration.*

The development will connect to the existing watermain located within the Southtown Second Subdivision on the northern property boundary and then complete the loop to connect properties to the south of the GDP. The existing sewer trunkline that runs east and west along the center of the development will provide adequate sanitary sewer services of this development.

e) *Identification of possible erosion problems, which may arise in the estimation of the applicant.*

This site has moderate to very steep slopes, several delineated wetlands including a "Fen" and a stream flowing west to east in the site with a 30' corridor of wetlands. The wetlands and very steep slopes have all been excluded from this development as noted in the acreage assessments within the 'Areas'. An Environmental Assessment Worksheet will be filed soon after the GDP is completed. These sensitive areas will become the highlight of the project creating views from east to west along the stream. The western third of the site will remain undeveloped as shown on the GDP.

The R-2 low density residential zoning will allow greater flexibility in housing types and styles to reduce the grading impacts and possible erosion problems to the more steep sloped areas within the buildable portions of the site.

The phasing plan outlines development starting with the commercial land along the eastern property boundary and working westward will help reduce the potential for erosion problems. Developing smaller pods and not disrupting the entire site by building all of the proposed public streets at once will reduce the overall impact to the site within any one construction season.

Where development encroaches into areas that may have steeper slopes, erosion control measures will be incorporated into the grading plan final design.

f) *A general statement as to the possible phasing of any development activity to occur on the property under the control of the applicant.*

The first phase of the development will be in the eastern portion of this GDP along the Frontage road. Future phases will occur from the eastern boundary westward developing the low-density residential pods.